REMARKS

Claims 1-3 and 11 are pending in this application. By this Amendment, claims 4-10 and 12 are cancelled.

Applicant appreciates the courtesies extended by Examiner Kwon to Applicant's representative during the November 16, 2004 personal interview. The personal interview is summarized below and thus constitutes Applicant's record of the interview.

A Restriction Requirement was required in this application. Accordingly, claims 1-3 and 11 were elected. By this Amendment, non-elected claims 4-10 and 12 are cancelled. Applicant reserves the right to file one or more Divisional Applications based on the non-elected claims.

Claims 1-3 and 11 were rejected under 35 U.S.C. §102(b) over JP 10-89140 (JP'140). U. S. Patent No. 6,014,955 to Hosotani et al. (Hosotani) is a U.S. Patent that corresponds to JP'140. In particular, JP'140 (copy attached) is the Laid-Open version of Japanese Application No. 8-247952, which is one of the priority documents for U.S. Patent No. 6,014,955. As such, the remarks below will be made in view of Hosotani. The rejection is respectfully traversed.

As argued during the personal interview, Hosotani fails to disclose a control apparatus with a plurality of intake air amount control devices and a controller which delays a response of each of the intake air amount control devices, as recited in claim 1. Hosotani also fails to disclose a method of controlling an intake air amount including the step of delaying a response of each of the intake air amount control devices with respect to a depression of the accelerator pedal, as recited in claim 11.

Hosotani discloses an internal combustion engine 1 with a throttle valve 3 and an intake air valve 17 (Fig 3). The throttle valve 3 and the intake air valve 17 correspond to intake air amount control devices because the throttle valve 3 and the intake air valve 17

control the amount of air that enters into the combustion chamber 16. In Applicant's Fig. 1, for example, the throttle valve 17, the intake air control valve 19 and the intake valve 7 are other examples of intake air amount control devices because the valves 7, 17 and 19 control the amount of the air that enters into the combustion chamber 5 (see paragraph [0026] of Applicant's specification, for example).

Although Hosotani discloses a plurality of intake air amount control devices (i.e., the throttle valve 3 and the intake air valve 17), Hosotani fails to disclose delaying a response of each of the intake air amount control devices (i.e., the throttle valve 3 and the intake air valve 17). Hosotani only delays a response of the throttle valve 3, as shown in Fig. 4, with delay time D (col. 10, lines 33-65). Hosotani fails to also delay a response of the intake air valve 17. As such, Hosotani suffers deficiencies as identified in paragraph [0008] of Applicant's specification because a response of each of the intake air amount control devices is not delayed in Hosotani.

Hosotani also fails to disclose a control apparatus wherein the controller sets a control-holding period for each of the intake air amount control devices such that delay periods for the intake air amount control devices coincide with one another, as recited in claim 3. Hosotani fails to provide any disclosure with regard to delaying the intake air valve 17 or setting delay periods such that they coincide with one another. As discussed above, Hosotani only provides a delay period for the throttle valve 3.

Accordingly, Hosotani fails to disclose all of the features recited in claims 1, 3 and 11 as well as the additional features recited in claim 2. It is respectfully requested that the rejection be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1-3 and 11 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,

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Attachment:
JP 10-89140

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